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FOREIGN TRADE

OTTAWA, DECEMBER 24, 1949

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COVER SUBJECT—Christmas trees have their own export statistical classification number, as a commodity of no inconsiderable importance in the external trade returns of Canada. During 1948, they provided $2,464,823 in foreign exchange, of which $2,457,712 represented returns from shipments to the United States and $6,730 from shipments to Hawaii. Exports to Bermuda were valued at $381. This industry, which is well organized, extends across the continent from Nova Scotia and New Brunswick to British Columbia. The white spruce, which is one of Canada's most valuable trees, conveys cheer into many homes at this season of the year, as an essential factor in any scheme of decoration. It is also the principal source of supply for the pulp and paper industry of this country, and of lumber for export.

National Film Board Photo

Price 10 cents

50359—1

Britain Approves Importation of Token Shipments from Canada

Scheme, initiated in April 1946, enables Canadian exporters with a prewar market in United Kingdom to obtain import licences for their products—Quotas issued for 1949 have a value of $3,673,099, of which those for manufactures amount to $2,406,200, and those for foodstuffs to $1,266,899.

TOKEN imports of selected foodstuffs and manufactured products will be admitted by Great Britain during the coming year, continuing the policy that came into operation on April 8, 1946. Quotas have been established for approximately two hundred items, shipments being limited to 20 per cent of the average prewar imports during the basic period, from 1936-38 inclusive. Any Canadian exporter having a prewar market in the United Kingdom for any of the listed commodities is now assured of obtaining a British import licence for token shipments.

During the first nine months in which this scheme was in operation, quotas were issued to the aproximate value of $1,500,000. Despite this relatively modest total, the scheme made it possible for 115 Canadian firms to reintroduce their products on the British market, which had been closed to them during the war years. It meant that money and effort expended before the outbreak of hostilities in establishing Canadian brands would not be wasted. Some 257 Canadian firms hold quotas to export their products under the token import plan.

Quotas issued during 1949 have a value of $3,673,099, those for manufactured products amounting to $2,406,200 and those for foodstuffs to $1,266,899. The quotas, with the percentage of the total represented by various groups of items, are as follows:

Quotas for Manufactured Products

	Quotas	Percentage
Rubber	$ 901,955	24.7
Films	302,309	8.3
Domestic electric appliances	262,969	7.7
Textiles	249,794	6.7
Iron and steel	165,591	4.5
Pens and pencils	122,541	3.3
Leather goods	93,701	2.1
Toys	68,486	1.8
Paper products	67,352	1.8
Woodenware	56,732	1.5
Medicines and toiletries	55,681	1.4
Miscellaneous	59,089	1.6
	$2,406,200	

Quotas for Foodstuffs

	Quotas	Percentage
Oats (cereal)	$ 504,198	13.8
Canned lobster	244,569	6.7
Soups	323,678	8.8
Whisky	22,109	0.6
Miscellaneous	172,345	4.7
	$1,266,899	100.0

Shipments may commence immediately, and the token shipment vouchers will be approved and certified by the Export Division, Department of Trade and Commerce, for eligible exporters. Any unused balances remaining from 1949 quotas must be cleared through the British Customs by March 31, 1950.

The following items have been approved for token shipment to the United Kingdom, and are therefore eligible for 20 per cent quotas in 1947:

Items Approved for Token Shipment

Food, Drink and Tobacco

Rolled or flaked oats.
Cheese rennet.
Vegetable butter colouring.
Whisky.
Glace cherries.
Bottled fruits, processed for serving with ice-cream.
Canned lobster.
Pickles.
Mustard.
Olives preserved in salt or brine.
Canned vegetables (other than tomatoes and tomato puree).
Quick-frozen peas.
Canned soups.
Canned macaroni and spaghetti.
Canned pork and beans.
Jelly powder.
Sugar confectionery of all kinds, not including cocoa preparations.
Marshmallow (cooking ingredient).
Quick-frozen fruits.
Cigarettes.
Manufactured and smoking tobacco.
Onion and garlic salt.
Pectin (domestic pack).

Coke and Manufactured Fuel

Meta fuel.

Pottery, Glass, Abrasives, Etc.

Glazed wall tiles.
Industrial porcelain insulators.
Illuminating glassware, the following:
- Oil lamp chimneys
- Hurricane lamp glasses
- Globes and shades.

Table glassware, the following:
- Plain stemware
- Tumblers
- Tableware
- Heat-resisting glassware.

Coloured sheet and plate window glass.
Mirrors conforming in size and shape to those in current use for utility furniture.
Bottles other than ornamental, pharmaceutical and medicine, wine and spirit bottles.
Manufactured abrasive cloths, papers and discs.
Granite pavement kerbs and setts.

Iron and Steel and Manufactures Thereof: Non-ferrous Metals and Manufactures

Pipe joints and non-malleable cast iron.
Pipe joints of iron or steel, excluding malleable cast-iron and non-malleable cast iron.
Woven wire cloth, gauze, fabric or meshing.
Nails, tacks and staples of all kinds (including hob-nails, boot and shoe studs and spikes).
Rivets of iron and steel.
Precision screws and other precision turned parts of metal.
Bolts and nuts of all kinds other than precision bolts and nuts.
Cooking and heating appliances and parts.
Anti-skid chains.
Furniture of metal (other than domestic furniture).
Ice cream cabinets.
Milk churns, cans, pails and strainers.
Aluminum and aluminum alloys in sheets, discs, wire, tubes, rods, angles, shapes and sections.

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Aluminum cooking utensils.
Aluminum kitchen utensils .
Beer barrels made of aluminum and aluminum alloys.
Mechanical valves.
Gasolene and kerosene pressing irons.
Furniture castors and parts thereof.

Cutlery, Hardware, Implements and Instruments

Domestic cutlery, spoons and forks.
Locks, padlocks, keys, key blanks.
Axes.
Forks for garden and farm use.
Hoes for garden and farm use.
Rakes for garden and farm use.
Cultivators for garden and farm use.
Hand seeders for garden and farm use.
Machine knives.
Cinematograph cameras and projectors (for 16 mm. film or less).
Photographic paper and cloth, unexposed, sensitized.
Photographic coated paper, not sensitized.
Films for photographers' use.
Photographic plates.
Sun goggles and sun glasses.
Safety razors.
Dental equipment and instruments.
Pocket watches (except watches in cases made of gold or other precious metals).
Artificial teeth.
Spectacle frames other than of gold or gold-filled.

Electrical Goods and Apparatus

Carbon electrodes.
Electric light bulbs.
Electric light fixtures.
Electric switches.
Dry batteries (torch).
Dry batteries (high tension).
Electric meters.
Electric fans, complete with motors for domestic use.

Machinery and Parts

Gear transmissions and gears.
Domestic, electrically-operated, washing machines.
Lawn mowers.
Typewriter ribbons.
Paper machine wires.
Vacuum cleaners and parts.
Papermakers' felts.
Electric refrigerators for domestic purposes, and parts.
Weighing apparatus, other than personal and baby scales of less than 5 cwt. capacity and sold at a retail price not exceeding £50.
Rubber belting other than conveyer belting.
Pulley blocks.
Domestic hand-operated meat mincers, coffee and spice mills.
Carpet sweepers and repair parts.
Aquarium equipment.
Belt fasteners for conveyer belts.
Stropping machines, razor grinders and razor sharpeners, all hand-operated.

Manufactures of Wood and Timber

Wood wool.
Wooden picture and mirror frames.
Domestic woodware.
Wooden spring blind or shade rollers.
Filing boxes or filing trays (of wood or cardboard).
Wooden mouldings for picture and mirror frames.
Manufactures of mulga wood.

Cotton Manufactures

Woven cotton piece-goods of all kinds.
Varnished cambric insulating material.
Furnishing fabrics of cotton and cotton-rayon mixtures.
Bed ticking.
Made-up cotton goods, the following:
    Quilts, counterpanes, and other bed coverings of cotton and cotton-rayon mixtures.
Embroidery and embroidered articles (other than apparel) of descriptions currently manufactured in the United Kingdom for the home market, of which the base fabric is wholly or mainly of cotton.
Finished cotton sewing thread.
Cotton ribbons and tapes; trimmings of cotton and cotton-rayon mixtures.

Woollen and Worsted Manufactures

Wool tissues.
Wool damasks, tapestries and brocades.
Wool and mohair plushes and other pile fabrics.

Artificial Silk Manufactures

Woven fabric of a width exceeding 12 inches of artificial silk or artificial silk mixed with other materials except silk (excluding furnishing fabrics of cotton-rayon mixtures).
Artificial silk woven fabric of a width not exceeding 12 inches.

Manufactures of Other Textile Materials

Printed or dyed linen piece-goods.
Linen canvas not under 12 oz. per square yard.
Finished linen thread.
Saddlers' thread.
Jute webbing.

Apparel

Lace-trimmed apparel is excluded from all the following headings:
    Outer garments other than knitted, netted or crocheted goods, the following:
        Proofed clothing of all kinds (including baby pants and crib sheets).
        Men's and boys' clothing.
        Women's, girls' and infants' clothing of artificial silk.
Underwear other than knitted, netted or crocheted goods (excluding corsets and brassieres).
Men's shirts.
Leather gloves (not including industrial gloves).
Men's felt hats, unlined.
Women's felt hats.
Cotton boot, shoe and corset laces and braid.
Knitted, netted or crocheted goods (excluding hose) the following:
    Underwear of all materials.
    Children's outer garments of all materials.
    Men's and women's outer garments of artificial silk.
Women's dresses other than of silk or artificial silk.
Women's fully fashioned stockings of silk, artificial silk, and silk-artificial silk mixtures, not including nylon.
Women's and children's stockings other than of silk, artificial silk and nylon.
Men's socks.
Garters and sanitary belts.
Corsets, girdles and brassieres.

Footwear

Waterproof rubber footwear of all types.
Leather footwear.
Rubber heels and soles.

Chemicals, Drugs, Dyes and Colours

Paints and varnishes.
Bone black.
Porcelain enamel frit.
Medicinal preparations packed ready for retail sale under proprietary or trade names.

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Oils, Fats, Resins, Manufactured

Petroleum jelly preparations.
Shampoos, non-liquid, in containers holding not more than one ounce.
Laundry soap.

Leather and Manufactures Thereof

Fancy leather goods, excluding trunks, travelling bags, handbags, wallets and pochettes.

Paper, Cardboard, Etc.

Printing paper of the following types: book, text, cover, litho, offset.
Yellow, varnished paper for bottle cap linings.
Paper dress patterns.
Wallpaper.
Duplicating paper.
Carbon paper.
Bristol board.
Blotting paper.
Adhesive labels.
Indexing or filing cards.
Writing paper in large sheets (bond, ledger).

Vehicles, Parts of

Electrical equipment for cycles and motorcycles.
Sparking plugs.
Automotive cables.
Windscreen wipers and parts.

Rubber Manufactures

Rubber soleing slabs.
Elastic braid.
Rubber bathing caps.
Household rubber gloves.
Surgeon's rubber gloves.
Rubber hot water bottles.
Rubber garden hose.

Miscellaneous Articles Wholly or Mainly Manufactured

Sporting cartridges, primed, empty.
Loaded sporting cartridges and loaded shotgun shells.
Powder for sporting cartridges.
Fuses and detonators.
Sporting guns, sporting rifles and spare parts thereof.
Baskets and basketware.
Brushes.
Musical boxes.
Buttons of all kinds other than vegetable, ivory and dum buttons.
Slide fasteners.
Hard haberdashery, not including buttons, slide fasteners and hair combs.
Imitation jewellery.
Goldsmiths' and silversmiths' wares.
Oil lamps and lanterns for illumination.
Toilet preparations, not including perfumery.
Toilet requisites.
Ice skates, roller skates, ice hockey equipment and other sports (e.g., tennis, badminton, golf, squash, etc.) equipment.
Athletes' supporters.
Fountain pens and parts.
Propelling pencils and parts.
Rubber bands.
Rubber erasers.
Toys, dolls and parts of all kinds, except those made of hemp.
Beehives and frames, bee-veils, bee-smokers and other beekeepers accessories.
Miscellaneous office supplies, the following:
- Telephone indexes.
- Numbering machines.
- Staples and stapler refills.
- Eyeletting machines and eyelets.

Chemical maintenance products for motor cars, except oils and polishes.
Ladies' handbag and purse frames.

Commodity Problems Subject of Study by New FAO Committee

Distribution of surpluses in some countries, arising from balance of payments disequilibria at this time, and elimination of shortages in others, will receive special consideration —Rome selected as headquarters for Food and Agriculture Organization.

By Dr. W. C. Hopper, Agricultural Secretary for Canada

WASHINGTON, D.C., December 15, 1949.—Few food surpluses existed anywhere in the world four years ago, when the Food and Agriculture Organization was established. It was revealed at the fifth annual conference of FAO, held here from November 21 to December 6, that the situation has changed, and that some member countries have food commodities for which no effective demand exists at current price levels, on the basis of payment in the currency of that country. This condition prevails despite the fact that more than half the people in this world are underfed. Those in the more developed areas are better off than they were before the war, whereas people in the less developed areas are considerably worse off with respect to food.

The basic problem confronting this organization is the elimination of poverty and malnutrition, while providing for an increased trade in food commodities, the removal of currency barriers and a reduction in production restrictions. The Director-General of FAO, Norris E. Dodd, presented proposals for the creation of an International Commodity Clearing House, but these were not approved. A Committee on Commodity Problems, responsible to the Council of the Food and Agriculture Organization, was appointed, however. It was recognized that, "while existing machinery should be used in the initiation of intergovernmental commodity agreements for the solution of longer-term surplus problems, the need exists for some additional mechanism in relation to the surplus arising from balance of payments disequilibria prevailing at this time, insofar as an international agreement for the commodity concerned does not exist, or its provisions do not deal with this aspect of surpluses."

This committee is to consist of fourteen members, representing member governments of FAO, and is empowered to establish sub-committees that may include representatives of other governments that may wish to participate on grounds of particular interest. Subject to the approval of the council of FAO, the committee shall determine the procedure under which it will function, and its position will be reviewed when the International Trade Organization comes into existence. In the meantime, the Interim Commission of ITO is to be invited to appoint a representative to the committee. This body will devote its attention primarily to the surplus commodity situation, arising from balance of payments difficulties. In this connection, its functions are:

(*a*) to consider such statements as to their needs as may be received from the governments of countries experiencing difficulties in securing supplies, and to transmit such statements to governments of countries holding surpluses

(*b*) to consider such statements as may be submitted by the governments of countries holding surpluses concerning their proposals for disposing of supplies on special terms and to make recommendations thereon to the governments concerned, having regard to the effects of such transactions on the interests of other importing and exporting countries

(*c*) to review information relating to commodity surplus and deficit situations and, where considered desirable, to initiate discussion between governments with a view to promoting appropriate international action.

Rome Selected as Permanent Headquarters

Five additional nations were accepted into membership of the Food and Agriculture Organization at its recent conference, these being Afghanistan, Indonesia, Israel, Korea and Sweden. The membership was thus raised to sixty-three countries. Another decision taken at this conference was the selection of Rome as the permanent site for the headquarters of the organization.

The lack of technical knowledge of food and fibre production and distribution in underdeveloped countries was considered a basic obstacle to any improvement in the economic well-being of the people of the world. While this subject has been under constant review since the inception of FAO, it received special attention as "Point IV" of President Truman's inaugural address to Congress last January. Proposals were discussed at the session last July of the Economic and Social Council of the United Nations for the establishment of procedure whereby specialized agencies could implement what is now known as the "Expanded Program of Technical Assistance for Economic Development". The program was approved by the General Assembly of the United Nations on November 16, 1949.

Of the first $10,000,000 to be contributed during the fiscal year, FAO will receive $2,900,000, or 29 per cent. Of the second $10,000,000 to be contributed, 30 per cent will be retained for subsequent allocation by the Technical Assistance Board, and the remainder distributed to the participating organizations and FAO, the latter receiving $2,030,000. It was indicated at the recent conference that these additional funds would enable FAO to expand its efforts in the field of technical assistance.

Although it is hoped that plans may be developed for the distribution of surplus foodstuffs to needy nations, there is a general belief that the needs of underfed, ill-clothed and poorly-housed peoples of the world can best be met by improving the methods of production and distribution in the underdeveloped countries of the world. It is proposed, therefore, to train workers of member countries in these technical requirements.

If the full support of member nations is forthcoming and sufficient funds are made available, the Food and Agriculture Organization will push forward to its objectives of an adequately fed, well-clothed and sheltered world. If these basic requirements of humanity can be satisfied, the major causes of warfare in the world will be eliminated.

Number of Motor Vehicles Operated in Brazil Recorded

Rio de Janeiro, November 16, 1949.—(FTS)—Brazil has 378,508 motor vehicles, the state of São Paulo alone accounting for 36·22 per cent, with 68,645 passenger cars, 57,640 trucks, 3,874 buses, 4,528 motorcycles and 2,406 tractors. The Federal District records 21·84 per cent of the total.

Plastics Production in Argentina Has Increased Rapidly in Recent Years

Some 130 firms, capitalized at 50,000,000 pesos, employ over 5,000 workers—Imports of finished plastic products have practically ceased —Market exists for Canadian moulding powders, if prices competitive.

By H. E. Lemieux, Assistant Commercial Secretary for Canada

BUENOS AIRES, November 19, 1949.—Plastics production in Argentina has progressed rapidly in recent years, and there are some 130 factories in this country, capitalized at 50,000,000 pesos and employing over 5,000 workers, as compared with 33 moulders in 1945 and a capital investment of 14,000,000 pesos. The equipment now in use includes over 800 compression presses, 40 injection and from ten to twenty extrusion machines, in addition to metal stampers, lathes, buffers and other equipment. Most of the leading manufacturers have fully equipped workshops, which ensure an adequate supply of moulds, and in some cases of presses. This action was taken largely as a result of wartime shortages and current import restrictions. Many moulders await the lifting of import controls to expand existing facilities, and to replace obsolete equipment.

The plastics industry consisted of a few presses in 1929, some improvised equipment and the knowledge of plastic-moulding techniques was limited. For want of better moulding materials, manufacturers resorted to the use of old phonograph records, furfural-tannin and dried blood mixtures.

The fledgling industry grew rapidly, favoured by a period of unhampered development from 1935 to 1940, when numerous types of plastics and machines were imported. In 1944, the most important moulders established the Cámara Argentina de Moldeadores Plásticos (Argentine Chamber of Plastic Moulders). The new but active institution is occupied with publicizing Argentine plastic goods at home and abroad, keeping its many members informed of the latest technical developments in the way of raw materials and machinery, and voicing, from time to time, the industry's needs to the Central Bank of the Republic.

Local Production of Raw Materials Undertaken

Because of wartime shortages and import restrictions, several firms undertook the production of plastic raw materials. The volume of production has been such that moulders have been able to maintain a fairly normal rate of activity, and none of them has been forced to close down for lack of moulding powders.

After World War II, Argentina received substantial quantities of phenol, cresylic acid and urea formaldehydes at prices approximating prewar levels. The ultimate result was that the local manufacture of low-quality materials, such as furfural-tannin and dried blood mixtures, stopped almost completely. The output of galalith increased from 80 to 200 metric tons per annum. Reports indicate that large-scale production of V-F powders will soon be initiated. Although the expansion of the industry is hindered by import restrictions, factories maintain their activity, using locally made materials: cellulose acetate and phenol, cresylic acid and urea formaldehydes.

While plastic manufacturers are affected seriously by the restrictions (and sometimes prohibitions) on the importation of raw materials, imports of finished plastic goods have practically ceased. The domestic demand

increased quickly and considerably. The field is left virtually free for the national industry, which, although facing great difficulties, owing to the scarcity of primary products and machinery, overcame many of its handicaps.

The trade generally prefers equipment of foreign manufacture, and more particularly, as stated by the President of the Argentine Chamber of Plastic Moulders, the North American product, provided prices are not prohibitive. Argentina could use several hundred compression and injection presses, including the fully automatic models. Of the Argentine's plastic finished output, 85 per cent is produced by compression and 15 per cent by injection. As the extrusion process is not use extensively in this country, owing to the lack of experienced workers and a shortage of skilled labour, the demand for extrusion machines is very small.

Prospective Market for Canadian Moulding Powders

The same preference extends to moulding powders, and the Canadian product, if competitively priced, should find a worthwhile outlet in Argentina, if and when the present exchange problems are solved.

Imports and Estimated Consumption of Raw Materials

	Imports Metric tons	Annual consumption Metric tons
1946	600	1,000
1947	800 to 900	1,000
1948	....	1,100 to 1,200

The foregoing figures were supplied by the Argentine Chamber of Plastic Moulders and form part of a brief addressed to the President of the Central Bank of the Republic in their unsuccessful attempt to obtain permits and foreign exchange—to the extent of £150,000 sterling—for the importation of basic plastic goods, mainly from Belgium, France, Switzerland, and the United Kingdom.

The estimated proportions in which raw materials are consumed in Argentina, under current conditions, are as follows: Urea-formaldehyde, 42·5 per cent; phenol-formaldehyde, 42·5 per cent; polystyrene, 10 per cent; cellulose acetate, PVC and others, 5 per cent.

Estimated Current Requirements

Type of material	Quantity Metric tons	Percentage of total demand
Phenol-formaldehyde	800 to 1,000	33⅓
Polystyrene	800	33⅓
Urea-formaldehyde	400 to 500	16⅔
PVC	200	8⅓
Others	200	8⅓

The foregoing is an estimate of the quantities of plastic materials which would be consumed by the local industry if import and foreign exchange permits were readily available. The total domestic production of the plastic materials listed above is roughly 1,000 metric tons, and there is a good demand for most of them, particularly polystyrene, which is not manufactured in Argentina. Current conditions of exchange control make it difficult for Canadian products to enter this promising market.

While the plastic industry is once again undergoing a period of increasing shortages, it may be expected to expand considerably as soon as normal supplies of raw materials are available. A wide range of articles is manufactured, including a full line of electrical articles, radio parts and cabinets and household and industrial articles, including auto-

motive parts such as distributor heads, dashboards, etc. Increased construction offers an important outlet for plastic goods, particularly since most of the apartments and offices constructed today in Argentina embody numerous features patterned on United States' practice and trends. Laminated wallboards, extruded tubings and profiles, door-knobs, electric fixtures and wall plates are other possibilities in Argentina's field of plastics. There are additional outlets in the manufacture of toys and office supplies. The use of vinylite for vehicle upholstery has not yet been exploited.

The statistical data available shows that, despite adverse conditions, the plastic industry has continued to thrive and even prosper in Argentina, which is possibly the foremost manufacturer of plastic products in Latin America.

Mexico Creates Commission to Consider Restoration of Its Coffee Industry

Production has declined in recent years, although land available and climate favourable—Efforts being made to expand exports—Canadian purchases in 1948 valued at $524,339.

By C. B. Smith, Office of the Commercial Counsellor for Canada

(One metric ton equals 2,204 pounds; one peso equals $0.1273 Canadian)

MEXICO CITY, November 10, 1949.—Exports of coffee from Mexico in 1948 totalled 31,000 metric tons valued at 103·3 million pesos as compared with 33,000 tons with a value of 89·5 million pesos in 1947. Canadian purchases were valued at $524,339 in 1948, and for the first six months of 1949 at $217,500.

Mexico's coffee exports are to be increased to the highest possible figure. In announcing the formation of a National Coffee Commission, the government deplored the fact that, although land is available and the climate is favourable in several zones, crops have fallen off in recent years, and exports have been reduced in proportion, with a consequent adverse effect on domestic consumer prices.

The Commission's aim will be to bring export figures up to 50,000 tons within two years. At the end of that time, it is expected that the functions of the Commission will be turned over to a National Coffee Institute. The Institute, to which federal and private funds are being made available, will supervise the restoration and conservation of coffee lands, investigate improved growing and handling methods, study plant diseases and make this knowledge available, by practical instruction, to all growers.

The Commission comprises representatives of the Secretariats of Finance, Agriculture and National Economy; CEIMSA (a government-owned import-export concern); the National Association of Coffee Producers; and the government banks of Agrarian Credit and Ejido (Co-operative Farm) Credit.

Meanwhile, on October 26, Mexico ratified its membership in the Mexican-Central American Coffee Federation, which was formed in El Salvador in November, 1945, and is representative of Costa Rica, El Salvador, Nicaragua, Honduras, Mexico and Guatemala. The Federation's chief function is to protect the interests of the six countries in negotiations with the Pan-American Coffee Office and the Inter-American Coffee Board.

New Railway Construction in Peru Will Assist Development of Resources

Three hundred miles of track, crossing Andes at altitude of 12,000 feet, will connect port of Callao, on Pacific Coast, with the Amazon Basin—Forty miles of new line will serve port of Matarani, in South.

By W. D. Wallace, Assistant Commercial Secretary for Canada

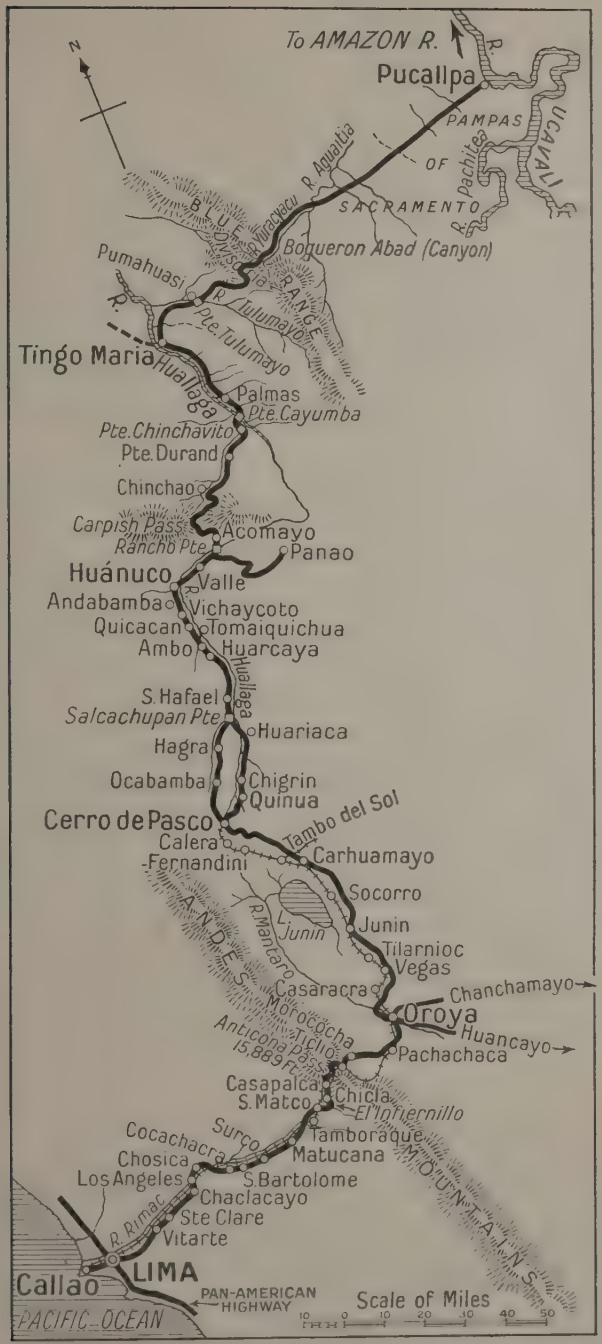
(Editor's Note—Since the preparation of this report, Mr. Wallace has been transferred to Manila, in the Philippines.)

LIMA October 15. 1949—Railway construction has been authorized by the government in an effort to develop still further the natural resources of Peru. The most important plan calls for the building of a line from Tambo del Sol, high in the Andes, to Pucallpa, on the Ucayali River, in the Amazon Basin. Provision has been made to construct forty miles of line between La Joya and the new port of Matarani, in Southern Peru, and to build a short extension of the Cuzco-Santa Ana Railway, also in the southern part of this country.

Completion of the railway between Tambo del Sol and Pucallpa will establish connections between the port of Callao, the capital city of Lima, and the rich mining and agricultural regions of the central sierra, on the eastern side of the Andes. It is expected that actual construction will commence early next year.

The railway, approximately 300 miles in length, will be of standard gauge. It will start at Tambo del Sol, on the Cerro de Pasco Railway, about 60 miles from Oroya, which is the junction of the Cerro de Pasco Railway and the Central Railway of Peru, and the smelter site of the Cerro de Pasco Copper Corporation. From Tambo del Sol, the railway will cross the Andes at an elevation of nearly 12,000 feet, and then descend

Peru—Sawmill of the Sindicato Amazonico Pucallpa, of the Ucayali River, chief headstream of the Amazon.



While the proposed railway between Tambo del Sol to Pucallpa does not parallel the Pan-American Highway, which traverses the length of Peru, the route is approximately the same as that illustrated in this map.

Courtesy Canadian Geographical Society

the eastern slope of the mountains to the Amazon Basin. The terminal of the new railway will be the river port of Pucallpa, located on the Ucayali River, about 553 nautical miles above Iquitos, the largest Peruvian commercial centre in the Upper Amazon, and 2,024 nautical miles from the Atlantic Ocean. River vessels of 3,000 tons can navigate the Amazon and Ucayali Rivers to Pucallpa.

Start Made on Project Some Years Ago

This is not a new project, for as early as 1906 the Cerro de Pasco Railway Company started their first reconnaissance of this railway, and in 1916 construction of a wagon road suitable for a three-foot railway was commenced. In 1919, work was started in converting this road into a railroad bed, and during the next ten years 50 miles of narrow gauge railway were built out of Tambo del Sol. During August of this year an aerial reconnaissance was made of the route to be followed and maps and other data are now being prepared for the ground engineers. Another group of engineers is now studying the problem of converting the narrow-gauge track to standard gauge.

It is estimated that the Tambo del Sol-Pucallpa Railway will cost approximately $15,000,000. With the exception of the rails and the rolling stock, the major portion of the above amount will be expended in Peruvian soles. The government has allocated 50,000 soles for preliminary studies and surveys. Beginning in 1950, an additional allocation of 12,000,000 soles annually will be made from the Unemployment Tax Funds and 20 per cent of the revenues from the National Tobacco Monopoly to finance the project.

On descending the eastern side of the Andes, the proposed railway will traverse the low-lying forest areas of the Amazon Basin. It will pass through some of the potentially richest sections of Peru, including the Oxapampa Valley region, where several hundred immigrants from the Austrian Tyrol have maintained a flourishing agricultural community for over 80 years. The railway will serve the Ganso Azul (Blue Goose) petroleum field, some 30 miles south of Pucallpa, which is the only commercially producing oil field in the Amazon Basin. Although only 121,000 barrels of crude oil were produced in this field in 1948, it has a potential production exceeding by many times the immediate market requirements. In addition to prospective petroleum traffic, the territory to be served has large quantities of mahogany, cedar and other hardwoods, and unlimited ranges of foodstuffs, oils, rubber and other tropical and subtropical products.

Work Authorized on Matarani-La Joya Railway

The government has authorized work on forty miles of railway line connecting La Joya, on the Southern Railways of Peru, with the new port of Matarani, about 10 miles north of the present port of Mollendo. Plans call for completion of this line in the early months of 1950, when Matarani will be converted into the principal port of entry for Southern Peru and Bolivia. It is estimated that this railway project will cost about 4,500,000 soles. The rails for this line are being purchased in the United States at a cost of $573,000.

Work on the extension of the existing narrow-gauge railway from Cuzco to Machu Picchu, in the south of Peru, has been approved and 1,070,413 soles have been appropriated for it. The railway line will be

extended a distance of about 13 miles from Machu Picchu to Huadquina, and at a later date aproximately another 25 miles to Quillabamba. This railway serves an area rich in agriculture and minerals and also of notable archaelogical interest, as it passes through the area of the ancient Inca Empire.

Belgium and Luxembourg Record Visible Adverse Trade Balance

Payments position, however, usually becomes favourable when invisible items taken into account—Free entry accorded lengthy list of goods from European countries—Dollar position of Belgium strong—Imports of Canadian wheat expected to help meet requirements.

By W. Gibson-Smith, Assistant Commercial Secretary for Canada

(Editor's Note.—This is the second in a series of four reports on economic conditions in Belgium and Luxembourg, prepared for publication in *Foreign Trade.*)

BRUSSELS, November 1, 1949.—Remarkable results obtained early this year, when Belgium and Luxembourg experienced an actual favourable visible balance of trade, have not continued, but this had not in any case been normal before the war. Belgium and Luxembourg have usually run an unfavourable visible balance of trade which became a favourable balance of payments, when account was taken of all the invisible items, such as receipts of dividends from the Belgian Congo.

Belgium maintained her almost complete set of commercial treaties with European countries. Of particular interest are discussions now going on with Russia, the results of which are not yet known.

In tune with the effort being made to liberate intra-European trade, Belgium and Luxembourg have now taken an advance position by declaring lengthy lists of goods which they will admit freely from other European countries and lists of further commodities which they are prepared to liberate from duty, provided reciprocal treatment is received. In view of their strong creditor position in Europe, Belgium and Luxembourg are in a comfortable position to take these steps. This becomes quite clear when it is remembered that imports, even from the dollar areas, are entering with very few restrictions.

Trade Agreements to be Negotiated by Benelux as a Unit

One of the results of the progress towards final implementation of Benelux is that it has now been decided that all trade agreements will in future be negotiated by Belgium, the Netherlands and Luxembourg as a unit. This decision was apparently forced through after strong objections had recently been voiced by Belgium and Luxembourg to a treaty entered into, a few days previously, by the Netherlands with the Western Zones of Germany, said to be more favourable to Germany than to Belgium.

The following figures summarize Belgium's overall balance of trade for the most recent period for which figures are officially available compared with earlier in the year. The effect of the fall in steel exports

to North America can be seen. It can also be observed that Canada's exports to Belgium increased greatly. This was largely, but not entirely, accounted for by the movement of coarse grains.

Belgian Trade, by Areas*

	Imports	Exports	Balance
	(January—April, 1949)		
Trade with Canada	$ 7,822,552	$ 7,646,031	—$ 176,521
Trade with North America	116,414,831	48,237,424	— 68,177,407
Trade with World	612,952,500	627,796,872	+ 14,844,372
	(May-August, 1949)		
Trade with Canada	24,902,578	7,341,699	— 17,560,879
Trade with North America	139,640,391	29,848,718	— 109,791,673
Trade with World	600,710,099	633,502,602	+ 32,792,503

* Source: "Bulletin Mensuel du Commerce de l'Union Economique Belgo-Luxembourgeoise axec les Pays Etrangers". The Belgian franc equals $0.02273 Canadian.)

The reason Belgium's dollar position remains so strong lies in the peculiarly fortunate position in which Belgium finds herself in the workings of the European Recovery Program. Belgium is essentially a converter of materials from the dollar area into more advanced products for resale to the remainder of Europe. ECA, therefore, to encourage intra-European trade, meets Belgium and Luxembourg's dollar deficits and assists in settling further Belgian franc deficits of other O.E.E.C. countries by supplying additional dollars to Belgium.

(Unofficial advance reports for September stated that total imports fell very slightly, whereas total exports were approximately $137,530,000 compared with approximately $133,674,000 in August.)

The wheat crop has been very good, and is estimated at 400,000 metric tons, necessitating a search for suitable storage facilities. Nevertheless, Belgium will still require large imports of wheat to mix with her own crop, and it is expected Canada will participate substantially in supplying Belgium and Luxembourg. Combines are beginning to be introduced. The number in use rose from 150 last year to 400, according to latest figures.

Meat Imports, Temporarily Halted

Belgium is also normally a substantial importer of meat in various forms, but at present nearly all imports have been stopped. This results from the heavy slaughterings which followed the unusual drought in Northwest Europe. Also, the Belgian exports of work horses have declined to approximately 10 per cent of prewar figures, due chiefly to mechanization, and the only outlet for the present production of these horses is for slaughter, Belgium being a country where horsemeat is one of the staple diets of the working classes. Chiefly to support the prices obtainable by the horse raisers, the present suspension of import licences on most forms of meat, whether slaughtered or not, has been introduced. This is certainly not a normal situation and is not expected to last for very many weeks, since Belgium is estimated normally to consume about 300,000 metric tons of meat, of which she produces herself only about two-thirds. The prohibition of imports has been hotly attacked in the press as a threat to the cost of living.

The fruit crop this year was embarrassingly good, and some types of fruit had to be disposed of at distress prices locally, even to the extent of giving them away. This applied particularly to grapes and other highly perishable types. Exports of the less perishable kinds were satisfactory. In general, there were heavy imports of fruit throughout the past year, exports remaining about the same.

Belgium—"Canada Room", in the Hotel Atlanta, Brussels, where the Junior Chamber of Commerce held its international conference last April. As in Brazil the previous year, Canadian delegates were hosts to others attending the gathering, and the Commercial Counsellor for Canada in Brussels assisted in providing suitable Canadian "atmosphere", in the form of decorations.

The vegetable crop was also good and exports of chicory and tomatoes were fairly successful.

With the progress of Benelux, and the availability of Dutch dairy produce for Belgium, the Danish suppliers are being excluded from this market. The Belgian producers of butter have much higher costs than their Dutch counterparts. About 100 francs per kilo is the price for Belgian butter, compared with approximately 80 francs at the frontier for the Dutch product. The Belgian government is finding it very difficult to free the imports of Dutch dairy produce, since these seem to threaten the annihilation of the Belgian industry.

Italy Buys Friesian Cattle in the Netherlands

The Hague, December 6, 1949.—(FTS)—A purchasing committee from Italy recently bought a large collection of Friesian breeding cattle for export to Italy from Western Friesland. No details regarding the numbers or the prices are available.

Canadian Apples Welcomed in Manchester

London, December 2, 1949.—(FTS)—The arrival of 10,000 barrels of Nova Scotia apples in Manchester the end of last month was made the occasion of a small celebration, as the consignment was the first to arrive in this country from Canada for some time. A luncheon gathering was arranged aboard the S.S. *Manchester Regiment* on November 29, when representatives of the fruit trade were entertained. The apples arrived in good condition, and were efficiently discharged.

Canadian Imports, by Commodities

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
	(Millions of Dollars)					
Main Groups—						
Agricultural, Vegetable Products	12.2	32.5	38.0	104.1	279.1	299.2
Animals and Animal Products	2.1	6.3	6.9	21.2	61.8	62.6
Fibres, Textiles and Products	8.5	30.6	23.5	74.0	289.8	283.1
Wood, Wood Products and Paper	3.0	6.4	8.2	26.8	61.1	71.1
Iron and Products	12.6	69.8	66.5	137.5	644.8	770.1
Non-Ferrous Metals and Products	3.5	14.7	17.2	32.8	126.7	141.3
Non-Metallic Minerals, Products	12.2	62.7	47.6	102.3	510.8	442.1
Chemicals and Allied Products	4.4	10.8	12.2	28.8	97.5	105.8
Miscellaneous Commodities	5.5	9.7	14.2	42.3	95.2	132.9
TOTAL IMPORTS FOR CONSUMPTION	63.9	243.4	234.3	569.9	2,166.8	2,308.2
	(Thousands of Dollars)					
Agricultural, Vegetable Products—						
Fruits	1,925	6,012	8,717	17,405	44,835	57,968
Nuts	536	1,362	1,636	2,712	24,876	18,165
Vegetables	170	44	914	5,330	5,797	16,249
Grains and products	1,374	1,663	3,133	14,702	20,134	18,192
Sugar and products	2,447	8,421	7,852	17,177	59,696	55,890
Cocoa and chocolate	228	777	961	1,691	15,129	12,713
Coffee and chicory	301	1,770	2,898	3,308	19,416	21,772
Tea	1,018	1,646	1,629	8,051	14,839	18,423
Beverages, alcoholic	709	1,490	1,782	4,997	10,912	16,291
Gums and resins	152	611	435	1,173	4,870	4,461
Oils, vegetable	1,045	2,883	2,888	10,338	19,090	19,238
Rubber and products	1,307	3,459	2,704	9,012	26,432	23,948
Tobacco	210	278	365	1,839	2,589	3,190
Vegetable products, other	745	2,045	2,124	6,341	10,519	12,735
TOTAL	12,166	32,461	38,038	104,076	279,133	299,237
Animals and Animal Products—						
Fish and fishery products	265	701	571	2,075	4,576	4,388
Furs and products	292	2,305	1,841	5,057	19,791	16,765
Hides and skins, raw	402	725	915	2,123	6,931	10,923
Leather, unmanufactured	247	456	465	2,142	4,110	5,325
Leather, manufactured	221	471	535	2,124	4,661	4,819
Animal oils, fats, greases	134	597	780	749	9,929	3,978
Animals and products, other	560	1,053	1,827	6,977	11,782	16,403
TOTAL	2,122	6,307	6,934	21,248	61,778	62,600
Fibres, Textiles and Products—						
Cotton, raw and linters	1,638	4,036	5,945	10,246	44,245	50,454
Cotton products	1,501	7,737	4,190	14,018	64,750	64,750
Flax, hemp, jute and products	893	2,567	1,917	7,109	22,707	17,101
Silk and products	657	352	521	5,667	3,235	4,524
Wool, raw and unmanufactured	1,219	3,711	2,964	8,454	41,314	32,645
Wool products	1,300	5,422	3,237	13,546	56,182	56,393
Artificial silk and products	405	2,742	1,626	3,093	23,822	26,984
Textile products, other	933	4,004	3,053	11,853	33,494	30,297
TOTAL	8,547	30,572	23,453	73,986	289,750	283,149
Wood, Wood Products and Paper—						
Wood, unmanufactured	353	840	1,177	4,389	9,515	12,873
Wood, manufactured	381	1,073	1,331	3,589	11,475	12,514
Paper	711	1,452	1,974	6,276	14,331	16,647
Books and printed matter	1,517	3,014	3,729	12,551	25,779	29,084
TOTAL	2,962	6,378	8,211	26,804	61,100	71,118
Iron and Its Products—						
Iron ore	361	1,406	1,772	2,469	12,761	11,511
Scrap	78	1,017	481	565	7,317	7,668
Castings and forgings	279	831	731	2,254	8,270	10,673
Rolling mill products	2,274	7,390	4,144	20,519	67,169	89,707
Pipes, tubes and fittings	147	1,609	1,868	1,685	14,325	25,794
Wire and chain	125	1,256	718	1,691	9,997	10,577

Canadian Imports, by Commodities—Concluded

Country	October			January—October		
	1938	1948	1949	1938	1948	1949
	(Thousands of Dollars)					
Iron and Its Products—Conc.						
Farm implements and machinery	651	11,971	12,233	19,084	116,105	153,984
Hardware and cutlery	203	928	880	1,807	8,162	10,031
Household machinery	241	941	959	2,272	9,222	8,860
Mining, metallurgical machinery	446	2,424	2,395	4,632	18,395	29,015
Business, printing machinery	475	1,398	2,433	5,000	20,139	20,677
Other non-farm machinery	1,657	12,619	11,871	20,128	134,273	123,647
Tools	172	909	971	1,909	9,120	9,457
Autos, freight and passenger	809	3,940	3,225	10,453	21,108	37,519
Automobile parts	2,214	10,366	11,262	18,981	85,237	99,548
Other vehicles, chiefly iron	495	994	740	2,291	10,211	11,897
Engines and boilers	397	4,336	4,214	6,899	41,362	50,429
Cooking and heating apparatus	230	658	1,282	1,360	5,582	9,261
Iron products, other	1,324	4,760	4,312	13,541	46,046	49,821
TOTAL	12,579	69,753	66,492	137,540	644,801	770,076
Non-Ferrous Metals and Products—						
Aluminium and products	562	2,365	2,085	4,326	14,193	15,405
Brass, copper, and products	262	1,125	1,256	2,643	9,671	12,318
Tin	154	1,373	304	1,881	6,155	6,823
Precious metals (except gold)	335	1,489	1,308	2,416	12,810	12,648
Clocks and watches	295	613	1,619	1,873	4,411	6,271
Electrical apparatus, n.o.p.	1,145	4,741	7,456	10,961	51,838	57,173
Non-ferrous products, other	741	3,019	3,182	8,727	27,656	30,656
TOTAL	3,493	14,725	17,211	32,825	126,733	141,294
Non-Metallic Minerals, Products—						
Clay and products	557	2,707	2,845	6,515	25,052	27,929
Coal	3,665	19,681	10,538	29,246	153,659	117,613
Coal products	285	1,603	1,611	2,604	16,562	12,868
Glass and glassware	697	2,193	2,400	5,415	21,639	20,578
Petroleum, crude	4,281	20,635	15,985	35,628	161,596	154,092
Petroleum products, n.o.p.	1,300	11,124	9,362	12,415	97,712	71,073
Stone and products	702	2,308	2,631	5,815	16,792	20,224
Non-metallic products, other	693	2,411	2,179	4,687	17,798	17,710
TOTAL	12,180	62,660	47,551	102,325	510,810	442,087
Chemicals and Allied Products—						
Acids	236	373	354	1,404	3,321	3,237
Cellulose products	169	383	540	1,439	3,565	4,604
Drugs and medicines	290	1,109	1,229	2,949	10,887	12,402
Dying and tanning materials	607	851	937	3,314	8,217	8,369
Fertilizers	944	595	860	2,715	5,062	5,937
Paints and varnishes	457	1,245	1,496	3,057	11,934	10,968
Inorganic chemicals, n.o.p.	886	1,899	1,399	6,671	14,979	15,432
Synthetic resins and products	130	1,245	1,726	754	12,484	13,198
Chemical products, other	651	3,140	3,636	6,499	27,050	31,617
TOTAL	4,370	10,838	12,177	28,802	97,497	105,764
Miscellaneous Commodities—						
Films	80	331	294	1,133	3,055	3,143
Toys and sporting goods	329	569	549	2,034	3,345	4,928
Refrigerators and parts	17	461	491	1,068	4,873	5,853
Musical Instruments	111	305	345	1,014	2,732	3,138
Scientific equipment	371	1,443	1,983	3,654	14,418	17,174
Aircraft and parts	246	803	904	2,774	6,159	11,481
Works of art	1,043	95	159	1,945	1,340	1,963
Canadian Tourists' purchases	1,111	15	3,791	7,291	300	24,881
Parcels of small value	367	733	585	3,655	7,293	11,251
Wax, mineral and vegetable	50	231	320	354	1,882	1,788
Miscellaneous	550	715	1,182	4,344	5,580	8,312
Miscellaneous, other	649	1,523	1,660	7,960	22,086	18,962
Canadian goods returned	178	797	458	1,860	6,633	4,776
Non-commercial articles	389	1,723	1,478	3,171	15,483	15,221
TOTAL	5,491	9,744	14,200	42,256	95,178	132,869

Greece Needs New Equipment to Maintain Higher Cement Output

Index of production was 92 in June, 1949, as against 64 in February and 100 in 1939—Lack of modern equipment and higher production costs may result in decline in output—Use of ECA funds to assist industry approved.

By T. J. Monty, Commercial Secretary for Canada

(One metric ton equals 2,204 pounds)

ATHENS, November 16, 1949.—Cement production in Greece is steadily increasing, thereby enabling this country to meet many of the requirements of its vast reconstruction program, and is expected to reach 550,000 metric tons by 1955. The output last year was 228,000 tons, and is expected to be around 310,000 tons during the current fiscal year, equal to the present capacity of the industry. In this connection, the index for cement production in Greece was 92 per cent in June, 1949, compared with 64 per cent in February and 100 in 1939.

Consumption is rising, but the output is unable to keep pace with the increasing demands of this country until equipment has been modernized and provision has been made for expansion of the industry. Unless some effort is made to introduce improvements, there may be a decline in production, as machinery has deteriorated during the past ten years, when inadequate maintenance measures could be taken.

According to Greek Government estimates, 50 per cent of the present cement manufacturing equipment in Greece is 25 years' old, 17 per cent is at least 35 years' old, and about 11 per cent of existing capacity is in small uneconomical plants. A large part of the equipment is of prewar German manufacture, and parts are no longer available. Greek kilns are unsuitable for economic fuel consumption, and methods of handling raw materials are said to be obsolete. At the same time, maintenance costs are high in relation to productive capacity, which is low as compared with that of modern rotary kilns and entails greater expense for fuel. As transportation costs of raw materials and products are high, overall production cost is even more inflated.

Industry Eligible for ECA Assistance

Under the circumstances, the cement industry, for which all raw materials are available locally, has received attention in the overall recovery program of the country under ECA assistance, and a recent Greek Government recommendation for modernization and expansion of the industry has been considered by the United States Economic Co-operation Administration Mission to Greece as justified and economically sound. The project is designed to lower production costs, to meet estimated normal increases in cement consumption and to meet additional requirements of proposed hydro-electric projects and their four-year recovery program needs.

To implement the 1948-49 program, credits have been granted for the purchase of new rotary kilns and other auxiliary equipment of a total annual productive capacity of 270,000 tons. Two kilns of a daily capacity of 350 tons have already been ordered in the United States by one cement

company, and another plant has placed an order in Denmark for a kiln of a daily capacity of 250 tons. These three rotary kilns are intended to replace obsolete plant of a yearly capacity of 132,000 tons. The implementation of the 1948-49 program represents an expenditure of some $2,400,000 for purchases in the United States and the equivalent of $1,175,000 in drawing rights.

Productive Capacity to be Substantially Higher

The complete four-year program for modernization and expansion of the cement industry will increase capacity by 49,000 tons a year (approximately 200,000 tons over the whole period), with a resultant net capacity of 380,000 tons a year by 1953 and a 54,000-ton standby. Modern plant is expected to bring costs down to international levels, and it is anticipated that, during 1949-1952, approximately $1 million will be saved through reduced fuel imports.

If the industry is not expanded in accordance with four-year plans, there will be an estimated total shortage of 500,000 tons in the years 1950 to 1953 inclusive. An estimated $10 million of foreign exchange would be required to meet such a shortage. If cement to meet all requirements is produced in Greece, only $1·5 million of foreign exchange would be needed for fuel. This saving of foreign exchange alone is an indication of the importance of increasing cement production in Greece.

Canadian Tariff on Materials for Purse Frames Changed

Effective from October 1, 1949, to September 30, 1951, materials, including all parts, imported for use only in the manufacture of purse frames, will be accorded the following tariff treatment: British preferential tariff, free; most-favoured-nation tariff, free; and general tariff, 25 per cent.

Canadian Tariff Change Announced on Coal for Coke

Effective from September 1, 1949, to August 31, 1950, coal, including screenings and coal dust of all kinds, imported to be converted into coke, will be accorded the following tariff treatment: British preferential tariff, free; most-favoured-nation tariff, free; and general tariff, 75 cents per ton.

Britain Signs Meat Agreement with Uruguay

Buenos Aires, November 30, 1949.—(FTS)—Great Britain and Uruguay have signed a meat agreement, whereby Uruguay undertakes to provide the United Kingdom with 85 per cent of its exportable surplus of chilled beef and frozen mutton and 50 per cent of its exportable surplus of frozen beef types "F" and "M" and preserved meats over a period of five years. The prices and quantities are to be revised each year, and the agreement may be cancelled by written notification before April 30 in any year.

During the first year of the contract, Uruguay undertakes to deliver 40,000 long tons of frozen meat and 5,000 long tons of preserved meat. These deliveries may be increased to 60,000 tons, and may attain a maximum of 100,000 tons. Great Britain also undertakes to take from Uruguay all the surplus of exportable meats that Uruguay is unable to sell in other markets, up to a maximum of 100,000 long tons of canned meats.

Ireland Increases Duty on Woollen Wearing Apparel

Dublin, November 21, 1949.—(FTS)—Ireland has increased the import duty on certain types of personal clothing and wearing apparel made wholly or mainly of wool and which are either wholly or mainly knitted or made of knitted fabric, as from November 21, 1949. The new rates are 40 per cent ad valorem, full rate; preferential rate to Canada and United Kingdom, 33⅓ per cent ad valorem.

The previous rates were 37½ per cent ad valorem, full rate; 25 per cent ad valorem, Canada, United Kingdom, and all other Commonwealth countries.

Ireland Announces Further Import Quotas and Quota Periods

Dublin, December 1, 1949.—(FTS)—Ireland has announced further quotas and quota periods as follows:

Certain motor car body parts: 10 articles.

Certain completely or substantially assembled motor car bodies, or motor car body shells, imported otherwise than attached to chassis: 60 articles.

Completely or substantially assembled motor car chassis, without body or body shell attached: 60 articles.

Completely or substantially assembled motor car chassis, with bodies or body shells attached: 120 articles.

The period fixed in all of the above cases extends from January 1, 1950, to December 31, 1950, and in no case has the quota been changed.

Ladies' hats, caps, hoods and shapes: (Under 14/11d. each) 80,000 articles.

Brushes, brooms and mops: 60,000 articles.

Brushes (for human use): 48,000 articles.

Brushes, brooms and mops (domestic or household): 24,000 articles.

Rubber-proofed clothing: 6,000 articles.

Certain boots and shoes (other than rubber): 20,000 articles (10,000 pairs). In view of increased domestic production, this quota has been reduced from 50,000 articles (25,000 pairs) to the present figure for a similar period.

Metal screws: 50,000 gross. Of this amount 48,000 gross must be of Canadian or United Kingdom manufacture.

The period fixed in all of the above cases extends from January 1, 1950, to June 30, 1950, and, unless otherwise stated, the quota remains unchanged from the previous six months.

Norwegian Import Licensing Ruling to Overcome Delays

Oslo, November 14, 1949.—(FTS)—Inland freight and other charges for placing goods on board ship are not to be taken into consideration when arriving at the actual value of the goods for purposes of complying with the terms of import licences, according to a recent circular from the Norwegian Department of Finance and Customs to the Customs Houses.

The circular indicated that the usual Norwegian practice was to grant import licences on f.o.b. ship basis, while it was the general procedure for Canadian and United States firms to sell f.o.b. point of origin. In view of the latter, Norwegian importers, when applying for import licences,

were not aware of the extra charges in placing the goods on board ship. Consequently, importers had to apply for supplementary amounts to those granted in their original import licences. This meant a delay in the operation of both business men and authorities. The new ruling is designed to overcome these delays.

C. J. Van Tighem Posted to São Paulo

C. J. Van Tighem

CLARENCE JOSEPH VAN TIGHEM, formerly Commercial Secretary for Canada in Lima, Peru, has arrived in São Paulo, Brazil, as Commercial Secretary for Canada. Mr. Van Tighem was born in Strathmore, Alta., where he received his early education, and subsequently attended St. Paul's College, Winnipeg; the University of Manitoba, from which he received a Bachelor of Commerce degree, and Queen's University. Prior to joining the Royal Canadian Naval Volunteer Reserve, he was employed with the Manitoba Government as a research assistant on labour relations. Mr. Van Tighem joined the Canadian Trade Commissioner service in February, 1945, and was posted to Lima in October of that year as Assistant Commercial Secretary, being promoted Commercial Secretary for Canada two years later. He has recently completed a tour of Canada, discussing with businessmen trade opportunities in his territory.

D. W. Jackson Transferred to Rio de Janeiro

D. W. Jackson

DOUGLAS W. JACKSON, formerly Assistant Commercial Secretary for Canada in Washington, D.C., recently arrived in Rio de Janeiro as successor to Maurice Bélanger as Commercial Secretary for Canada. Born in Vernon, B.C., Mr. Jackson received his early education in that province, and later received a Bachelor of Arts degree from the University of Western Ontario. He served in the Intelligence Branch of the Royal Canadian Mounted Police from 1932 to 1941, and during the war served in the Intelligence Section of the Royal Canadian Navy and Counter-Intelligence Section of the Royal Navy, retiring in 1945 with the rank of Lieutenant-Commander. Mr. Jackson joined the Canadian Trade Commissioner Service in March, 1945, and was appointed Assistant Commercial Secretary for Canada, in Paris, the following year. He was transferred to Germany in February, 1947, as Economic Adviser to the Canadian Military Mission in that country, and subsequently to Washington.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficient definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM HALIFAX

* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	January 9–13	*Weltevreden*	Cunard Donaldson
Africa—South and East—			
Cape Town, Port Elizabeth, East London, Durban	January 10	*A Ship*	March Shipping
Argentina—			
Buenos Aires	January 15–16	*Mormacmar*	Montreal Shipping
Belgium—			
Antwerp	January 3–10	*Vasaholm*	Swedish American
Brazil—			
Santos, Rio de Janeiro	January 15–16	*Mormacmar*	Montreal Shipping
China—			
Shanghai	January 1–10	*Rockside*	March Shipping
Colombia—			
Barranquilla	January 24–28	**Svaneholm*	Swedish American
Denmark—			
Copenhagen	January 3–10	*Vasaholm*	Swedish American
Egypt—			
Alexandria, Port Said, Suez	January 9–13	*Weltevreden*	Cunard Donaldson
Finland—			
Helsinki	January 3–10	*Vasaholm*	Swedish American
France—			
Le Havre	January 3–10	*Vasaholm*	Swedish American
French Indo-China—			
Saigon	January 14–18	*Steel Rover*	Isthmian Steamships
Germany—			
Hamburg	January 3–10	*Vasaholm*	Swedish American

DEPARTURES FROM HALIFAX—Continued

Destination	Loading Date	Vessel	Operator or Agent
India—			
Bombay	January 1–10	*Rockside*	March Shipping
Calcutta			
Indonesia—			
Batavia	January 7–11	*Steel Executive*	Isthmian Steamships
Soengei Gerong	Jan. 28–Feb. 2	*St. Augustine Victory*	Isthmian Steamships
Soerabaya			
Belawan-Deli			
Batavia	January 14–18	*Steel Rover*	Isthmian Steamships
Belawan-Deli			
Batavia	January 9–13	*Weltevreden*	Cunard Donaldson
Samarang			
Soerabaya			
Cheribon			
Belawan-Deli			
Israel—			
Tel-Aviv	January 7–11	*Steel Executive*	Isthmian Steamships
Haifa	Jan. 28–Feb. 2	*St. Augustine Victory*	Isthmian Steamships
Malaya—	January 7–11	*Steel Executive*	Isthmian Steamships
Penang	January 9–13	*Weltevreden*	Cunard Donaldson
Port Swettenham	January 14–18	*Steel Rover*	Isthmian Steamships
	Jan. 29–Feb. 2	*St. Augustine Victory*	Isthmian Steamships
Netherlands—			
Amsterdam	January 3–10	*Vasaholm*	Swedish American
Rotterdam			
Netherlands Antilles—			
Willemstad	January 24–28	**Svaneholm*	Swedish American
Norway—			
Oslo	January 3–10	*Vasaholm*	Swedish American
Kristiansand			
Stavanger			
Bergen			
Pakistan—			
Karachi	January 1–10	*Rockside*	March Shipping
Philippines—			
Manila	January 14–18	*Steel Rover*	Isthmian Steamships
Iloilo			
Cebu			
Puerto Rico—			
San Juan	January 24–30	*Svaneholm*	Swedish American
Saudi Arabia—			
Jeddah	January 9–13	*Weltevreden*	Cunard Donaldson
Siam—			
Bangkok	January 14–18	*Steel Rover*	Isthmian Steamships
Singapore	January 7–11	*Steel Executive*	Isthmian Steamships
	January 9–13	*Weltevreden*	Cunard Donaldson
	January 14–18	*Steel Rover*	Isthmian Steamships
	Jan. 29–Feb. 2	*St. Augustine Victory*	Isthmian Steamships
Sweden—			
Gothenburg	January 3–10	*Vasaholm*	Swedish American
Stockholm			
Malmo			
Norrkoping			
United Kingdom—			
Avonmouth	Dec. 30–Jan. 6	*Egidia*	Furness Withy
Swansea	January 18–23	*Montreal City*	Furness Withy

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom —Con.	Dec. 31–Jan. 4	*Newfoundland* (r)	Furness Withy
	January 4–5	**Fort Cadotte*	Cunard Donaldson
Liverpool	January 18–23	*Nova Scotia* (r)	Furness Withy
	January 22	*Franconia* (r)	Cunard Donaldson
	January 23–28	*Seaboard Trader*	March Shipping
	February 26	*Franconia* (r)	Cunard Donaldson
London	January 8–11	*Seaboard Star*	March Shipping
Uruguay—			
Montevideo	January 15–16	*Mormacmar*	Montreal Shipping
Venezuela—			
La Guaira, Maracaibo, Puerto Cabello	January 24–28	**Svaneholm*	Swedish American
West Indies—			
Antigua, Barbados, Bermuda	Dec. 27–Jan. 5	*Alcoa Planter*	Alcoa Steamships
British Guiana	January 4–11	**Lady Nelson* (r)	Canadian National
Dominica	January 10–19	*A Ship*	Alcoa Steamships
Grenada	January 17–24	**Canadian Challenger*	Canadian National
Montserrat	February 1–7	**Lady Rodney* (r)	Canadian National
St. Kitts	February 18–24	**Lady Nelson* (r)	Canadian National
St. Lucia, St. Vincent, Trinidad	March 2–9	**Canadian Challenger*	Canadian National
Jamaica	January 17	*Canadian Constructor*	Canadian National
	January 31	*Canadian Cruiser*	Canadian National
Bahamas	February 14	*Canadian Constructor*	Canadian National
	February 28	*Canadian Cruiser*	Canadian National

DEPARTURES FROM SAINT JOHN

* Calls at Halifax.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town, Port Elizabeth, East London, Durban, Lourenço Marques, Beira	January 4–14	*Chandler*	Elder Dempster
	January 28	*Thorstrand*	Kerr Steamships
	February 4–14	*Cambray*	Elder Dempster
	February 20	*Thorshall*	Kerr Steamships
	March 20	*Thorsisle*	Kerr Steamships
Mombasa	January 28	*Thorstrand*	Kerr Steamships
	February 20	*Thorshall*	Kerr Steamships
	March 20	*Thorsisle*	Kerr Steamships
Australia—			
Brisbane, Sydney, Geelong, Melbourne, Adelaide	January 15–24	*Ottawa Valley*	Montreal Australia New Zealand Line
Belgium—	Dec. 30–Jan. 7	*Wanstead*	Cunard Donaldson
Antwerp	January 5	**Beaverglen* (r)	Canadian Pacific
	January 5–10	*Mont Sandra*	Montreal Shipping
	January 7	*Prins Alexander*	Shipping Limited
	January 14	*Grey County*	Canada Steamships
	January 15	**Beaverdell* (r)	Canadian Pacific
	February 1–4	*Rouen*	Furness Withy
	February 2	*Prins Philips Willem*	Shipping Limited
	February 5	**Beavercove* (r)	Canadian Pacific
	February 9	**Beaverglen* (r)	Canadian Pacific
	February 13	*Prins Alexander*	Shipping Limited
	February 15	**Beaverlake* (r)	Canadian Pacific
	March 5	**Beaverdell* (r)	Canadian Pacific

Destination	Loading Date	Vessel	Operator or Agent
British Honduras—			
Belize	January 6–9	**Apollo* (r)	Saguenay Terminals
Ceylon—			
Colombo	January 5–10	*City of Poona*	McLean Kennedy
Colombia—			
Barranquilla	January 6–9	**Apollo* (r)	Saguenay Terminals
	January 27–28	**A Ship*	Saguenay Terminals
Costa Rica—			
Port Limon	January 6–9	**Apollo* (r)	Saguenay Terminals
Cuba—			
Santiago Havana	January 6–9	**Apollo* (r)	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo	January 13–14	**A Ship*	Saguenay Terminals
	January 27–28	**A Ship*	Saguenay Terminals
France—	January 7	*Prins Alexander*	Shipping Limited
	January 14	*Grey County*	Canada Steamships
Le Havre	February 1–4	*Rouen*	Furness Withy
	February 2	*Prins Philips Willem*	Shipping Limited
	February 13	*Prins Alexander*	Shipping Limited
Marseilles	January 20–24	*Capo Vita*	Furness Withy
Germany—	Dec. 30–Jan. 7	*Wanstead*	Cunard Donaldson
	January 5–10	*Mont Sandra*	Montreal Shipping
Hamburg	January 7	*Prins Alexander*	Shipping Limited
	February 2	*Prins Philips Willem*	Shipping Limited
	February 13	*Prins Alexander*	Shipping Limited
Guatemala—			
Puerto Barrios	January 6–9	**Apollo* (r)	Saguenay Terminals
Haiti—			
Port au Prince	January 13–14	**A Ship*	Saguenay Terminals
India—			
Bombay Madras Calcutta Cochin	January 5–10	*City of Poona*	McLean Kennedy
Ireland—			
Dublin	January 20–24	*Ramore Head*	McLean Kennedy
Italy—			
West Coast Ports	January 20–24	*Capo Vita*	Furness Withy
Genoa	January 5–12	*Mont Alta*	Montreal Shipping
Mediterranean—			
Western and Central Areas	January 5–12	*Mont Alta*	Montreal Shipping
Morocco—			
Tangiers	January 5–12	*Mont Alta*	Montreal Shipping
Netherlands—	Dec. 30–Jan. 7	*Wanstead*	Cunard Donaldson
	January 5–10	*Mont Sandra*	Montreal Shipping
Amsterdam	January 7	*Prins Alexander*	Shipping Limited
Rotterdam	January 14	*Grey County*	Canada Steamships
	February 2	*Prins Philips Willem*	Shipping Limited
	February 13	*Prins Alexander*	Shipping Limited
Netherlands Antilles—			
Curaçao Aruba	January 27–28	**A Ship*	Saguenay Terminals

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland, Wellington, Lyttelton, Dunedin	January 16–21	*Tento*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	January 2–6	*Lord Glentoran*	McLean Kennedy
Pakistan—			
Karachi	January 5–10	*City of Poona*	McLean Kennedy
Israel—			
Tel Aviv, Haifa	January 12–13	*Tel Aviv*	J. T. Knight Company, Ltd.
Portugal—			
Lisbon	January 5–12	*Mont Alta*	Montreal Shipping
Puerto Rico—			
San Juan	January 13–14	**A Ship*	Saguenay Terminals
United Kingdom—			
Avonmouth	January 19–25	*Delilian* (r)	Cunard Donaldson
	Jan. 28–Feb. 3	*Dorelian* (r)	Cunard Donaldson
Glasgow	January 4–10	*Norwegian* (r)	Cunard Donaldson
	Jan. 27–Feb. 3	*Salacia* (r)	Cunard Donaldson
Leith	January 9–14	*Cairnvalona*	Furness Withy
Newcastle	January 25–30	*Cairnavon*	Furness Withy
Hull	January 3–7	*Consuelo* (r)	McLean Kennedy
Liverpool	January 2–6	*Lord Glentoran*	McLean Kennedy
	January 5–9	**Fort Cadotte*	Cunard Donaldson
	January 6	**Beaverford*	Canadian Pacific
	January 18	**Empress of France* (r)	Canadian Pacific
	January 20–24	*Ramore Head*	McLean Kennedy
	January 20–26	*Arabia* (r)	Cunard Donaldson
	January 23	**Beaverburn* (r)	Canadian Pacific
	February 5	**Beaverford*	Canadian Pacific
	February 15	**Empress of France* (r)	Canadian Pacific
	February 24	**Beaverburn*	Canadian Pacific
	March 1	**Empress of France* (r)	Canadian Pacific
	March 22	**Empress of Canada* (r)	Canadian Pacific
London	Dec. 27–Jan. 4	*Asia* (r)	Cunard Donaldson
	January 5	**Beaverglen* (r)	Canadian Pacific
	January 15	**Beaverdell* (r)	Canadian Pacific
	January 24–30	*Valacia* (r)	Cunard Donaldson
	Jan. 27–Feb. 5	*Vandalia*	Cunard Donaldson
	February 5	**Beavercove* (r)	Canadian Pacific
	February 9	**Beaverglen* (r)	Canadian Pacific
	February 15	**Beaverlake* (r)	Canadian Pacific
	March 5	**Beaverdell* (r)	Canadian Pacific
Manchester	January 4–7	*Manchester Progress* (r)	Furness Withy
	January 11–14	*Manchester Shipper* (r)	Furness Withy
	January 18–21	*Manchester Commerce* (r)	Furness Withy
Venezuela—			
Puerto Cabello, La Guaira, Maracaibo	January 13–14	**A Ship*	Saguenay Terminals
La Guaira, Puerto Cabello	January 27–28	**A Ship*	Saguenay Terminals

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town, Port Elizabeth, East London, Durban	January 9 / Mid-January / February 10	*Limburg* / *Nairnbank* / *Silversandal*	Dingwall Cotts / Seaboard Shipping / Dingwall Cotts
Argentina—			
Buenos Aires	January 5	*Grenanger*	Empire Shipping
	January 9	*P. & T. Pathfinder*	Kingsley Navigation
	January 21	*P. & T. Forester*	Kinglsey Navigation
	February 9	*Hindanger*	Empire Shipping
Australia—			
Sydney	January 10	*Boolongena*	Empire Shipping
Melbourne	January 16	*Kanangoora*	Empire Shipping
Adelaide	January 26	*Sonoma*	Dingwall Cotts
Adelaide, Sydney	January 10	*Waikawa*	Canadian Australasian
Sydney, Melbourne, Brisbane	January 7	*Alameda*	Dingwall Cotts
Unstated Ports	Late January	*Lakemba*	B.C. Ship Chartering
Belgium—			
Antwerp	January 11	*Los Angeles* (r)	Gardner Johnson
	January 19	*Cotton State*	Anglo-Canadian
	January 26	*Washington*	Empire Shipping
	January 26	*Paraguay* (r)	Gardner Johnson
	Late January	*Laurits Swenson*	Anglo Canadian
	Late January	*Trondanger*	Canada Shipping
	February 2	*Golden Gate* (r)	Gardner Johnson
Brazil—			
Rio de Janeiro, Santos	January 5	*Don Anselmo*	Empire Shipping
	January 25	*Moore MacRae*	Balfour Guthrie
Santos	January 21	*P. & T. Forester*	Kingsley Navigation
Canal Zone—			
Balboa, Panama City	January 7	*Coastal Adventurer*	Gardner Johnson
	January 10	*Don Anselmo*	Empire Shipping
	January 25	*Moore MacRae*	Balfour Guthrie
Cristobal	January 7	*Coastal Nomad*	Gardner Johnson
Ceylon—			
Colombo	February 3	*Höegh Silvermoon*	Dingwall Cotts
	March 3	*Salatiga*	Dingwall Cotts
Chile—			
Arica, Antofagasta, Valparaiso	January 5	*Grenanger*	Empire Shipping
China—			
Shanghai	January 19–20	*Java Mail*	Canadian Blue Star
	Jan. 31–Feb. 1	*Ocean Mail* (r)	Canadian Blue Star
	February 10–11	*Island Mail* (r)	Canadian Blue Star
Colombia—			
Barranquilla	January 7	*Coastal Adventurer*	Gardner Johnson
	January 10	*Don Anselmo*	Empire Shipping
Costa Rica—			
Puntarenas	January 7	*Coastal Nomad*	Gardner Johnson
	January 10	*Don Anselmo*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Havana, Santiago	January 10	*George D. Gratsos*	Empire Shipping
Egypt—			
Alexandria	January 10	*George D. Gratsos*	Empire Shipping
El Salvador—			
La Libertad, La Union	January 7	*Coastal Nomad*	Gardner Johnson
La Libertad	January 10	*Don Anselmo*	Empire Shipping
France—			
Le Havre	January 19	*Cotton State*	Anglo-Canadian
	Late January	*Trondanger*	Canada Shipping
Le Havre, Bordeaux, Dunkirk	January 20	*Washington*	Empire Shipping
Germany—			
Bremen	January 19	*Cotton State*	Anglo-Canadian
Hamburg	January 11	*Los Angeles* (r)	Gardner Johnson
	January 26	*Paraguay* (r)	Gardner Johnson
	February 2	*Golden Gate* (r)	Gardner Johnson
Greece—			
Piraeus	January 10	*George D. Gratsos*	Empire Shipping
Guatemala—			
San Jose, Guatemala City	January 7	*Coastal Nomad*	Gardner Johnson
San Jose	January 10	*Don Anselmo*	Empire Shipping
Hawaii—			
Honolulu	Late January	*Hawaiian Forester*	Dingwall Cotts
	Late January	*Hawaiian Logger*	Dingwall Cotts
Hong Kong	January 13	*Mangarella*	Empire Shipping
	Mid-January	*Castleville*	Balfour Guthrie
	January 19–20	*Java Mail*	Canadian Blue Star
	Late January	*Oregon*	Dodwell Company
	Late January	*Charles E. Dant*	Dodwell Company
	Jan. 31-Feb. 2	*Ocean Mail* (r)	Canadian Blue Star
	February 4	*Nikobar*	Johnson Walton
	February 10–11	*Island Mail* (r)	Canadian Blue Star
India—			
Bombay	Februray 3	*Höegh Silvermoon*	Dingwall Cotts
	March 3	*Salatiga*	Dingwall Cotts
Madras	January 14	*Singkep*	Dingwall Cotts
Calcutta	February 14	*Silverwalnut*	Dingwall Cotts
Indonesia—			
Batavia	January 14	*Singkep*	Dingwall Cotts
Samarang	February 3	*Höegh Silvermoon*	Dingwall Cotts
Soerabaya	February 14	*Silverwalnut*	Dingwall Cotts
Cheribon	March 3	*Salatiga*	Dingwall Cotts
Israel—			
Tel-Aviv, Haifa	January 10	*George D. Gratsos*	Empire Shipping
Italy—			
Genoa	January 10	*George D. Gratsos*	Empire Shipping
Genoa, Leghorn, Venice	January 20	*Tritone*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Japan—	January 13–14	*Canada Mail*	Canadian Blue Star
	January 20	*Java Mail*	Canadian Blue Star
	Late January	*Oregon*	DodwellCompany
Yokohama	Late January	*Charles E. Dant*	Dodwell Company
	Jan. 31–Feb. 2	*Ocean Mail* (r)	Canadian Blue Star
	February 10–11	*Island Mail* (r)	Canadian Blue Star
Yokohama, Kobe, Fusan	January 19	*Sea Splendor*	Anglo Canadian
Malaya—			
Penang, Port Swettenham	February 3	*Höegh Silvermoon*	Dingwall Cotts
Mediterranean—			
Western and Central Areas	January 16	*Lone Star State*	Anglo Canadian
Mexico—			
Manzanillo	January 15	*Coastal Nomad*	Gardner Johnson
Netherlands—			
Rotterdam, Amsterdam	January 20	*Washington*	Empire Shipping
Rotterdam	January 19	*Cotton State*	Anglo-Canadian
	Late January	*Trondanger*	Canada Shipping
New Zealand—			
Auckland, Wellington	January 10	*Waikawa*	Canadian Australasian
Norway—			
Unstated ports	Late January	*Laurits Swenson*	Anglo Canadian
Pakistan—			
Karachi	February 3	*Höegh Silvermoon*	Dingwall Cotts
	March 3	*Salatiga*	Dingwall Cotts
Persian Gulf	February 3	*Höegh Silvermoon*	Dingwall Cotts
	March 3	*Salatiga*	Dingwall Cotts
Peru—			
Callao, Mollendo	January 5	*Grenanger*	Empire Shipping
Philippines—	January 11–13	*Canada Mail*	Canadian Blue Star
	January 14	*Singkep*	Dingwall Cotts
	Mid-January	*Castleville*	Balfour Guthrie
Manila	January 19–20	*Java Mail*	Canadian Blue Star
Iloilo	Late January	*Oregon*	Dodwell Company
Cebu	Late January	*Charles E. Dant*	Dodwell Company
	Jan. 31–Feb. 1	*Ocean Mail* (r)	Canadian Blue Star
	February 3	*Höegh Silvermoon*	Dingwall Cotts
	February 10–11	*Island Mail* (r)	Canadian Blue Star
	February 14	*Silverwalnut*	Dingwall Cotts
Manila	January 10	*Mangarella*	Empire Shipping
Cebu	February 4	*Nikobar*	Johnson Walton
	March 3	*Salatiga*	Dingwall Cotts
Manila	January 21	*Constitution State*	Anglo Canadian
Singapore	January 14	*Singkep*	Dingwall Cotts
	Mid-January	*Castleville*	Balfour Guthrie
	February 3	*Höegh Silvermoon*	Dingwall Cotts
	February 14	*Silverwalnut*	Dingwall Cotts
	March 3	*Salatiga*	Dingwall Cotts
Society Islands—			
Papeete	January 10	*Waikawa*	Canadian Australasian

Destination	Loading Date	Vessel	Operator or Agent
Sweden—			
Stockholm	January 11	*Los Angeles* (r)	Gardner Johnson
Gothenburg	January 26	*Paraguay* (r)	Gardner Johnson
Malmo	February 2	*Golden Gate*)r)	Gardner Johnson
Trieste—			
Trieste	January 20	*Tritone*	Empire Shipping
United Kingdom—	January 7	*Pacific Fortune* (r)	Furness Withy
Manchester	January 19	*Brazilian Prince*	Furness Withy
	January 27	*Rippingham Grange*	Furness Withy
	January 29	*Pacific Liberty*	Furness Withy
Unstated Ports	January 7	*Lismoria*	Balfour Guthrie
	January 11	*Los Angeles* (r)	Gardner Johnson
	Mid-January	*Bradburn*	Dingwall Cotts
	Mid-January	*Atlantic City*	Dodwell Company
	Mid-January	*Laurits Swenson*	Anglo Canadian
	Jan. 23–Feb. 3	*Lake Winnipeg*	Canada Shipping
	January 26	*Paraguay* (r)	Gardner Johnson
	Late January	*Oregon Star*	Canadian Blue Star
	January	*Loch Ryan*	Royal Mail Lines
	Late January	*Durango*	Royal Mail Lines
	February 2	*Golden Gate* (r)	Gardner Johnson
London	Late January	*Colombia Star*	Dingwall Cotts
Liverpool, Glasgow	Early February	*Laurentia*	Balfour Guthrie
Uruguay—	January 5	*Grenanger*	Empire Shipping
Montevideo	January 25	*Moore MacRae*	Balfour Guthrie
Venezuela—	January 7	*Coastal Nomad*	Gardner Johnson
Maracaibo	January 25	*Moore MacRae*	Balfour Guthrie
Maracaibo, Puerto Cabello, La Guaira	January 10	*Don Anselmo*	Empire Shipping
Puerto Cabello	January 9	*P. & T. Pathfinder*	Kingsley Navigation
	January 21	*P. & T. Forester*	Kingsley Navigation

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and St. John's, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with St. John's, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Charlottetown to Corner Brook, etc.	Fortnightly	PEI Industrial Corporation
Halifax to St. John's	Fortnightly	Clarke Steamships
Halifax to St. John's	Weekly	Furness Red Cross Line
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Halifax to St. John's	Fortnightly	Blue Peter Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Saint John and Halifax to St. John's	Every three weeks	Blue Peter Steamships
Saint John to St. John's	Fortnightly	Blue Peter Steamships
Saint John to St. John's	Fortnightly	Clarke Steamships

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.
Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Counsellor, Canadian Embassy, 46 rue Montoyer.

Territory includes Luxembourg.

Brazil

Rio de Janeiro — D. W. Jackson, Commercial Secretary, Canadian Embassy, Edificio Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—C. J. Van Tighem, Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—Acting Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771. Territory includes Bolivia.

China

Shanghai—B. I. Rankin, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Territory includes Taiwan (Formosa).

Colombia

Bogotá—H. W. Richardson, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. Evans, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

Frankfurt am Main—B. J. Bachand, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.

Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Israel.

Guatemala

Guatemala City—J. C. Depocas, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Foreign Trade Service Abroad—Continued

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. THOMSON, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Territory includes Korea.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

The Hague—D. A. B. MARSHALL, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophialaan 1-A.

Territory includes Belgium, Denmark and Luxembourg.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—R. E. GRAVEL, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—Concluded

Cape Town—C. B. BIRKETT, Commercial Secretary for Canada, 5th Floor, Grand Parade Centre Building, Adderley Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.
Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—Dr. W. C. HOPPER, Agricultural Secretary, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.
Territory includes Bermuda.
Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquira Veroes. Address for letters: Apartado 3306.
Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Dec. 12	Nominal Quotations Dec. 19
Argentina	Peso	Official	·2977	·3275	·3275
		Free	·2085	·1222	·1221
Australia	Pound	....	3·2240	2·4640	2·4640
Belgium and Belgian Congo	Franc	....	·0228	·0220	·0220
Bolivia	Boliviano	....	·0238	·0262	·0262
British West Indies (except Jamaica)	Dollar	....	·8396	·6417	·6417
Brazil	Cruzeiro	....	·0544	·0598	·0598
Burma	Rupee	....	·3022	.....	.....
Ceylon	Rupee	....	·3022	·2310	·2310
Chile	Peso	Banking	·0233	·2056	·2056
		Official	·0323	·0355	·0355
Colombia	Peso	....	·5128	·5641	·5641
Costa Rica	Colon	....	·1800	·1980	·1980
Cuba	Peso	....	1·0000	1·1000	1·1000
Czechoslovakia	Koruna	....	·0200	·0220	·0220
Denmark	Krone	....	·2084	·1592	·1592
Dominican Republic	Peso	....	1·0000	1·1000	1·1000
Ecuador	Sucre	....	·0740	·0815	·0815
Egypt	Pound	....	4·1330	3·1587	3·1587
El Salvador	Colon	....	·4000	·4400	·4400
Fiji	Pound	....	3·6306	2·7748	2·7748
Finland	Markka	....	·0062	·0048	·0048
France, Monaco and French North Africa	Franc	Official	·0037	·0032	·0032
French Empire—African	Franc	....	·0073	.....	.....
French Pacific Possessions	Franc	....	·0201	.....	.....
Germany	Deutsche Mark	....	·3000	·2619	·2619
Guatemala	Quetzal	....	1·0000	1·1000	1·1000
Haiti	Gourde	....	·2000	·2200	·2200
Honduras	Lempira	....	·5000	·5500	·5500
Hong Kong	Dollar	....	·2519	·1925	·1925
Iceland	Krona	....	·1541	·1178	·1178
India	Rupee	....	·3022	·2310	·2310
Iran	Rial	....	·0312	.....	.....
Iraq	Dinar	....	4·0300	3·0800	3·0800
Ireland	Pound	....	4·0300	3·0800	3·0800
Israel	Pound	....	3·0000	.....	.....
Italy	Lira	....	·0017	·0018	·0018
Jamaica	Pound	....	4·0300	3·0800	3·0800
Japan	Yen	....	·0028	.....	.....
Lebanon	Piastre	....	·4561	.....	.....
Mexico	Peso	....	·1157	·1273	·1273
Netherlands	Florin	....	·3769	·2895	·2895
Netherlands Antilles	Florin	....	·5308	·5833	·5833
New Zealand	Pound	....	4·0150	3·0800	3·0800
Nicaragua	Cordoba	....	·2000	·2200	·2200
Norway	Krone	....	·2015	·1540	·1540
Pakistan	Rupee	....	·3022	·3325	·3325
Panama	Balboa	....	1·0000	1·1000	1·1000
Paraguay	Guarani	....	·3200	.....	.....
Peru	Sol	....	·1538	·0684	·0689
Philippines	Peso	....	·4975	·5500	·5500
Portugal and Colonies	Escudo	....	·0400	·0385	·0385
Singapore	Straits Dollar	....	·4702	·3593	·3593
Spain and Colonies	Peseta	....	·0916	·1008	·1008
Sweden	Krona	....	·2783	·2126	·2126
Switzerland	Franc	....	·2336	·2567	·2564
Thailand	Baht	....	·1000	.....	.....
Turkey	Lira	....	·3571	.....	.....
Union of South Africa	Pound	....	4·0300	3·0800	3·0800
United Kingdom	Pound	....	4·0300	3·0800	3·0800
United States	Dollar	....	1·0000	1·1000	1·1000
Uruguay	Peso	Controlled	·6583	·7241	·7241
Venezuela	Bolivar	....	·2985	·3289	·3289
Yugoslavia	Dinar	....	·0200	.....	.....

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer—Second Edition

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution to provision trade in United Kingdom. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canada Produces—Second Edition

Brochure, illustrating productive capacity of Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadians as Consumers

Brochure, illustrating market opportunities in Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from Publicity Division, Foreign Trade Service.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

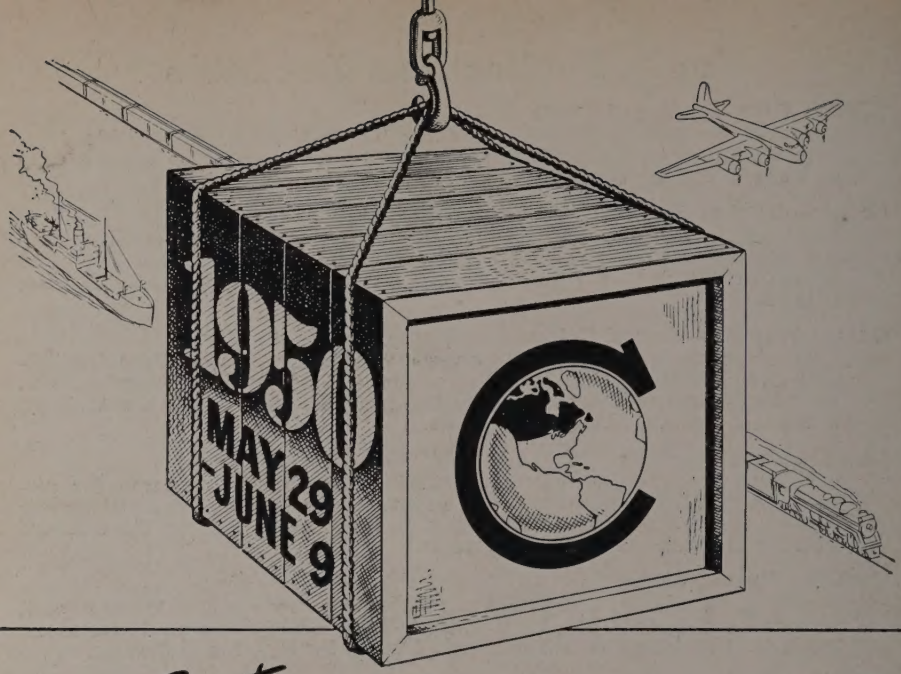
Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Branch Plant Expansion Encouraged
Canadian Port Facilities Aid Foreign Trade
Canadian Toy Industry—Second Edition
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

Discuss your Problems with

Foreign Trade Service

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY
1949



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